

COMMERCIAL AVIATION (CONTINUED) : WORLD NEWS

New Atlantic Dornier

THE Dornier works at Friedrichshafen will soon finish a new four-engined Transatlantic machine, the Do. XXVI, the loaded weight of which will be about 18 tons. The machine will have four Jumo 205 Junkers heavy oil engines of 600 h.p. each, and will carry a crew of four and a payload for passengers and mails of 500 kg. (1,100 lb.). With this crew and payload the range is expected to be 6,500 km. (4,040 miles) at a cruising speed of 260 km per hr. (160 m.p.h.). It is rumoured that it will be fitted with retractable floats.

Cairo-Teheran

MISR Airwork are reported to be planning an air service between Cairo and Teheran via Baghdad. Since the Dekhela airport, near Alexandria, is to be transferred to the War Office for military purposes, the Ministry of Transport has decided to lay out a new airport between the Mahmoudieh canal and the railway line. The constructional costs will be small and will be offset by the advantage of the site's proximity to Alexandria.

The Kenya Accident

ON July 27 one of Imperial Airways' old A.W. Atalanta-class machines, *Amalthea*, struck a hillside six miles from Kisumu shortly after taking off. The machine was on its way to Alexandria, and it seems, tragically enough, that this may, in any case, have been her last flight on any African service.

There were no passengers on board, but all four members of the crew, led by Captain M. V. Johnstone, lost their lives. More recently *Amalthea* had been on loan to Wilson Airways for their inland operations, which have been expanded since Imperial Airways put flying boats on to their African trunk service.

Another Hong Kong Service

A MAIL service between Hong Kong and Hanoi, the Far Eastern terminus of the weekly Marseilles-Damascus-Karachi-Calcutta-Rangoon line of Air France, has been started in order to maintain the connection with China and Japan which was, until the war in China, operated by the Chinese Company, South Western Aviation Corporation, between Canton and Hanoi.

The new service carried its first consignment of mails from Hong Kong to Hanoi on July 14, and it has already been decided to carry passengers, using the same Dewoitine 338s which cover the Damascus-Hanoi portion of the route. The first passengers from Hanoi to Hong Kong were booked for August 3. As this extension amounts to one day's flying the through passenger service from Croydon to Hong Kong will take eight days. Leaving England on Wednesday, passengers are in Hong Kong the following Wednesday and in Manila (by Pan-American Airways) on Thursday.



CO-OPERATION : In due course the Trans-Canada Air Lines service will form part of the Empire world circle. Here is Mr. S. J. Hungerford, the president, talking to Capt. D. C. T. Bennett after the latter's flight to Montreal in *Mercury*.

Southampton's Terminal Building

AFTER a good deal of consideration and consequent delay the Southampton Borough Council has now finally decided to erect a new terminal building at the municipal airport. During the past few years Mr. Payne, the manager, and the control officers have done their best with the somewhat cramped accommodation which is available, and the increasing amount of traffic has demanded a more complete and final terminal scheme.

The estimated cost of £47,900 for the new building includes that of laying out a new road, of special improvements to the existing carriageway, the provision of a car park, and of an apron. Designed on utilitarian and dignified lines, the new building will have the usual main hall with information bureau and offices, while above there will be a restaurant. The airport manager's office will be centrally situated on this first floor with a bay window overlooking the whole of the flying field, and provision is being made for four bedrooms for the use of those passengers who are staying overnight. It is hoped that the new building will be completed within a year. The Air Ministry, incidentally, is installing Lorenz blind-approach equipment on which work will begin shortly.

Transatlantic Runways

AIR FRANCE TRANSATLANTIQUE is concerned at the moment about the problems of runways. The four-engined Farman 2231, the first of the two landplanes which are being prepared for special transatlantic experiments, is ready to fly, but nowhere are there concrete runways which satisfy the requirements of strength which the experts insist upon for a full-load take-off.

While visiting Foynes recently, Air France experts examined the runways at Collinstown and found them insufficiently strong, and unless the Government of Eire decide to strengthen them the great trouble to which Air France went to obtain permission to use Eire as a jumping-off ground for North Atlantic flights may have been wasted. The two Farman have been fitted with airtight cabins for sub-stratospheric flying. Paul Codos will start tests this week.

Meanwhile, the North Atlantic will be flown, also this week, by the old *Lieutenant*, using the Southern route, via Lisbon and the Azores, with Guillaumet, who has just made his 70th crossing of the South Atlantic, in charge.

Socialisation in Finland?

IN 1936 the Finnish Government appointed a special committee, under the leadership of Professor Tulenheimo, to investigate civil aviation and to make recommendations with regard to the future organisation of air services. The Committee recently reported and advised the Government to leave the operation of internal as well as external airlines to a private company.

A preliminary expansion scheme is outlined, according to which two new internal services—Helsinki-Tammerfors-Jyväskylä-Kuopio-Kajani-Uleaborg-Kemi-Rovaniemi and Helsinki-Kotka-Viborg-Vilmanstrand-Vuoksenniska - Sordavala—should be provided. A fleet of six D.H.86s is suggested for this purpose. The projected scheme would require a very appreciable increase of the present subsidy given to Aero, which is about 2½ million Finnish marks.

The attitude of the Government towards the recommendations of the Committee was rather surprising and caused some very caustic comments in the Press. At a recent Cabinet meeting the Government showed unrestrained dissatisfaction with the Committee's suggestions, obviously because strong political groups desire to socialise commercial aviation in Finland. Altogether disregarding the work of the Tulenheimo Committee, the Government has appointed a new Committee with the engineer, Mr. J. Roiha, in the chair. The new Committee has been ordered to suggest statutes of a new aviation company, in which the Government is to hold at least 60 per cent. of the share capital, the rest of the stock capital to be invested by municipalities and institutions that are interested in aviation. The new Committee is further to suggest a suitable size of stock capital and to fix a reasonable sum to be paid out to the Aero Company by way of goodwill for the handing over of its business to the State. The new Committee seems to have had a bad Press right from the start, as the majority of the newspapers are emphatically opposed to the idea of public administration of Finland's air services.

On August 1 the Aero Company joined D.L.H. in operating the Helsinki-Berlin line. The first Finnish machine on this service left Helsinki on that day for Berlin, via Reval-Riga-Kaunas-Koenigsberg.